

Daily Racing Form

VOL. XX. NO. 292.

CHICAGO, SUNDAY, NOVEMBER 22, 1914.

SPECIAL EDITION

STAKE RACE BRINGS UPSET

ROBERT BRADLEY LEADS ALL THE WAY IN HANDICAP AT HAVRE DE GRACE.

Horse's Performance Represents Rank Reversal of Form—Biggest Field of the Season Starts in Opening Race—Astute Takes Steeplechase.

Baltimore, Md., November 21.—Robert Bradley, W. R. Mizell's McGee-Lady Quex colt, which took from J. S. Tyree out of a selling race at Charleston last year for \$700, was the winner of the Old Bay Handicap at Havre de Grace this afternoon. Robert Bradley spreadeagled about the best lot of handicap horses in training this afternoon and won by four lengths with his rider pulling up. At no stage of the running was Robert Bradley in danger. Flittergold, Tartar and Buskin each gave challenge, but Robert Bradley played with them all the way and was in much better form today than he has been showing recently. In his preceding effort he met practically the same horses at little difference in the weights. To be exact, Robert Bradley, with 106 pounds up, one pound more than he carried today, finished last in a race won by Flittergold with 111 pounds. Today Flittergold carried 113. Tartar, Flittergold and Buskin alternated in second place in today's racing and at the end Tartar outlasted Flittergold, while Buskin finished fourth.

Twenty horses, the largest field of the meeting, and for that matter of the fall season, faced starter Milton in the first race. Coy was a strong choice and won easily.

C. R. Pliesmann's Astute, which had been showing good form, won the steeplechase in a canter from Syosset and Mystic Light. Astute went to the front after Jesuit had shown the way for a while and opened a big lead. Syosset passed the others easily enough, but could never get near the winner and evidently is not as good as he was.

John Powers has taken over the horses belonging to Phil Hyams and will ship them from here to Cuba, where he will campaign the string.

Republican struck himself in his work this morning and pulled up so lame that he was scratched from the Old Bay Handicap.

J. O. Talbott will send his horses to Charleston next Thursday and H. G. Bedwell will leave here on Monday for the same place.

JUVENILE MATERIAL FOR 1915 RACING.

Nominations for Saratoga Stakes Reveal Ownership and Breeding of Prospective Stars.

New York, November 21.—The management of the Saratoga track announces that thirty-eight subscriptions have been taken for the second running of the Grab Bag Handicap, for two-year-olds, a sporting sweepstakes that will have an important place on the Saratoga program next August. Harry Payne Whitney and Jefferson Livingston have each taken three subscriptions. John E. Madden, August Belmont, Edward R. Bradley, Gifford A. Cochran, Capt. Edward B. Cassatt, James Butler and the Quincey Stable have each taken two. The other subscribers are: H. H. Hewitt, Richard F. Carman, Schuyler L. Parsons, John Sanford, Foxhall P. Keene, Edward F. Whitney, W. R. Cox, H. K. Knapp, E. Andrews, Richard T. Wilson, Price McKinney, J. L. Hoband, Johnson N. Camden, Frederick Johnson, C. K. G. Billings, L. S. Thompson, John W. Schorr and James MacManus.

All of these sportsmen and many more are represented by liberal nominations for the other two-year-old Saratoga stakes recently closed. One of the best nominators is John E. Madden, who is represented by fifteen youngsters in the four stakes. Harry Payne Whitney has named a like number and James Butler is represented by eleven. Jefferson Livingston has named ten English-bred yearlings, brought from England by Phil Chinn. The Quincey Stable has named nine and August Belmont, chairman of the Jockey Club, is represented by six. Five of them are the get of Rock Sand and the sixth a Hastings colt. Gifford A. Cochran is represented by seven, Richard T. Wilson by five and Captain Cassatt by six. They are all homebred and four are the get of Sir John Johnson, with the other two by Aeronaut.

The Whitney yearlings at Brookdale that have been engaged are:

Bay colt, by Broomstick—Rumpus.
Bay gelding, by Broomstick—Slippers.
Bay or brown colt, by Delhi—Dominos.
Chestnut colt, by Broomstick—Jersey Lightning.
Bay colt, by Burgomaster or Hamburg—Sallie of Navarre.
Bay colt, by Spearmint—Lady Hamburg II.
Bay colt, by Hamburg—Morningside.
Bay colt, by Broomstick—Miss Hamburg.
Bay colt, by Hamburg—Minola.
Chestnut filly, by Hamburg—Daisy F.
Chestnut filly, by Broomstick—Artful.
Bay filly, by Broomstick—Rose of Dawn.
Black filly, by Burgomaster—Black Venus.
Bay filly, by Broomstick—Pervers.
Bay filly, by Hamburg or Broomstick—Forget.

James Butler's list is made up of the following:
Bay colt, by Peter Pan—Mintake.
Bay colt, by Ben Brush—The Scold.
Brown colt, by King James—Auntie Mum.
Chestnut colt, by Celt—Queen's Messenger.
Bay colt, by Celt—Network.
Chestnut colt, by Voter—Red Light.
Chestnut filly, by Voter—Fleur de Marie.
Bay filly, by Disguise—Rudy Netherlands.
Chestnut filly, by Ulfimus—Graziella.
Chestnut filly, by Celt—Francie.
Schoolboy, ch. c. by Dariwerth—Schoolmarm.

August Belmont has named all he has nominated:
St. Rock, ch. c. by Rock Sand—St. Priscilla.
De Lancey, b. c. by Rock Sand—Delusion.
High Horse, br. c. by Hastings—Hautesse.
Lord Rockvale, br. c. by Rock Sand—Lady Violet.
Tea Caddy, ch. c. by Rock Sand—Tea's Over.
Manchette, ch. f. by Rock Sand—Miss Hanover.

Gifford A. Cochran is another who has also claimed names, his list being as follows:

Prince of Combs, b. c. by Disguise—Claudia.
Hands Off, b. c. by Plaudit—Meddling Mary.
Short Ballot, ch. c. by Voter—Carlotta C.
Air Man, br. c. by Waterboy—Colonial.
Phone, br. f. by Salm—Spindrift.
Feminist, b. f. by Voter—Belle of Ashland.
Broom Corn, b. f. by Ben Brush—Tenawha.

Jefferson Livingston's nominations are:
Bay colt, by Dark Ronald—Sunkiss.
Bay colt, by Collar—Pettit Tor.
Bay colt, by Collar—Ormelia.
Brown colt, by Fowling Piece—Teetotal.
Brown colt, by Troutbeck—St. Natalia.
Bay colt, by Collar—Vain Chick.

TWENTY ROYALLY BRED YEARLINGS IMPORTED FROM ENGLAND BY JEFFERSON LIVINGSTON

Lexington, Ky., November 21.—Before leaving here this week for Juarez, Phil T. Chinn placed in the hands of the Daily Racing Form's correspondent tabulated pedigrees and family details of the twenty yearling thoroughbreds—eighteen colts and two fillies—bought in England for Jefferson Livingston, of Chicago, and which are now in training at Churchill Downs, Louisville, under the direction of Herman K. Brandt.

They were all bred and foaled in England, and judging from their pedigrees and the statements of those who have seen them, they form an interesting group. They are by nineteen sires—the American bred Collin being represented by two—and they belong to sixteen families, while their sires are from eleven families, four each being from the desirable Number 1 and Number 3 families, Number 1 being distinctively a running line and Number 3 being valuable in combining both running and sire lines. Families No. 5, 16, and 19 are represented by two sires each, and numbers 3, 6, 7, 9, 14 and 26 are represented by one sire each. As to the youngsters themselves, families No. 1, 8, 12 and 19 are represented by two each and No. 2, 3, 4, 5, 6, 9, 13, 16, 20, 21, 26 and 32 are represented by one each. The youngsters were all foaled in the first four months of the year, there being none arriving later than April. Here is the list:

Bay colt by Cicero (winner of the Derby and \$63,750, his stud fee in 1914 being \$1,500), dam Fleurite II, a winner and dam of winners, by Florizette II, a winner and dam of winners, by the late James H. Keene \$180,012 and sold last year at auction to Price McKinney for \$30,000, dam Ormelia (a winner), by Orme (winner of \$165,630 and sire of Flying Fox, winner of \$136,400, and of Orby, Duke of Westminster and other good ones including Topiary, the dam of Tracer).

Bay colt by Collin (bred and raced in America with an unbeaten record of fifteen races which brought the late James H. Keene \$180,012 and sold last year at auction to Price McKinney for \$30,000), dam Ormelia (a winner), by Orme (winner of \$165,630 and sire of Flying Fox, winner of \$136,400, and of Orby, Duke of Westminster and other good ones including Topiary, the dam of Tracer).

Bay colt by Collin (bred and raced in America with an unbeaten record of fifteen races which brought the late James H. Keene \$180,012 and sold last year at auction to Price McKinney for \$30,000), dam Ormelia (a winner), by Orme (winner of \$165,630 and sire of Flying Fox, winner of \$136,400, and of Orby, Duke of Westminster and other good ones including Topiary, the dam of Tracer).

Bay colt by Dark Ronald (winner of \$42,000 and sold to the Prussian Government for \$125,000), dam Sunkiss (a winner and sold at the last December sale at Newmarket for \$26,250 as a broodmare, this being her first foal), by Sir Geoffrey or Sundridge.

Bay colt by Fortifaire (a good winner), dam Miss Phyllis, by Minton (winner of the Grand Prix de Paris and other stakes).

Brown colt by Fowling Piece (winner of \$32,555

and a sire of rank), dam Teetotal (a winner) by Desmond, which headed the list of winning sires in England in 1913 and was third in the list in 1907 and again in 1912.

Bay filly by John O'Gaunt (one of the noted sires in England, being the sire of Swynford and Kennymore, Torchlight and others), dam My Sweetheart (dam of Sir Tristram, a winner), by Galeazzo (a winner in England which was sold into Italy, where he headed the list of winning sires).

Brown colt by Lord League (winner of 32 races and over \$32,500 and one of the best sons of Desmond), dam Hurtle, by The Rush (a fine stayer and winner of the Chester Cup, two and one-quarter miles, the Ascot Gold Vase, two miles, and the Liverpool Cup).

Chestnut filly by Orby (winner of the Derby, etc., now standing at a fee of \$500), dam Lotus (a winner) by Lord Edward II, (winner of \$51,550, and the sire of numerous winners).

Bay colt by Picton (second in the Derby and sire of Light Brigade, winner of \$37,220), dam Shy Missie, by Ayrshire (sire of the dams of winners of over \$103,300 in 1913).

Bay colt by Polymelus (winner of \$97,896, the leading sire in England in 1914, with his book full for 1915 at \$1,050), dam Lacroia, by St. Simonini, brother to St. Macloir.

Bay colt by St. Amant (winner of the Two Thousand Guineas and the Derby, in all \$129,390, by Speckle Breast, by Missel Thrush (sire of a number of winners).

St. Edward chestnut colt, by Santoi (winner of the Ascot Gold Cup, Kempton Jubilee Handicap, in record time, Lewes Handicap and other races over all distances up to two and one-half miles earning all told \$60,125, and the sire of a number of good winners, his book being full for 1915 at \$1,050), dam Edwardine (a winner and the dam of the winners Lady Edwardine and Uncle Ted), by Duke of Portland.

Bay colt by Santry (a good racehorse and sire standing at \$500), dam Symington Toll, by Symington, one of the best sons of Ayrshire.

Chestnut colt by Sir Harry (a good winner and a stayer), dam Prim Alice (a winner and dam of Brock, a winner), by Sir Harry.

Brown colt by Troutbeck (winner of the St. Leger and stakes of the value of \$61,560), dam St. Natalia (half-sister to La Sagasse, winner of the Oaks, etc., and \$39,585) by Common (winner of the Two Thousand Guineas, Derby and St. Leger).

Bay colt by White Eagle (a great stake horse winning nearly \$83,552, which went to the stud in 1910 and sired so successfully that his fee last year was \$1,050 and for 1915 is \$1,500), dam Cannara (dam of three winners) by Sennarus (a speedy horse and a good winner).

Bay colt by Wuffy (winner of the Great Elbow Handicap and other races), dam Combe (a winner and dam of two winners), by Melanion (a good racehorse, half-brother to Ayrshire, and a successful sire in Italy).

Bay filly, by Helmet—Ringlets.

Mrs. Payne Whitney's Greentree Stable is represented by an imported filly in the chestnut daughter of Sir Archibald and Alister Cross. This one is named in the Spinaway Stakes. L. S. Thompson has named a bay colt by Broomstick—Leayonara. The Elkwood Park Stable has named a daughter of Celt. Thomas Fortune Ryan's Oak Ridge Stable has three home-bred youngsters in the list. They are King Fortune, a chestnut son of the imported stallion Sea King and Worst; Orme's Head, a bay son of Monsieur de L'Orme and Fairy Bird, and Raconteuse, a brown daughter of Ellisdale and Anecdote.

John G. Greener is to be represented by a colt by Countess—Mojen, Desha Breckenridge, Lexington editor, has named a bay daughter of Peter Quince and Lucasta that has been showing fast trials over the Kentucky Association track. Frederick Johnson is represented by three, a brown son of King James and Hildale; a chestnut daughter of Peter Quince and Amy J., and a brown daughter of Peter Quince and Sister Juliet.

J. L. Holland, who is using the alphabet in systematic fashion for the names he chooses for his two-year-olds, has named two fillies for the Spinaway in Important and Javawaddy, daughters of Hilarious, George C. Bennett has named a brown son of Salm and his sterling mare Dishabile. John Sanford has named three fillies by Clifford and a colt by Isidor. A. B. Hancock is represented by a chestnut daughter of Celt and Eliza Russell, and H. K. Knapp has named three, High Chair, a chestnut son of Cyclades and Lida B., a chestnut son of Peter Quince and Musical Slipper, and a bay daughter of Ormondale and Lady Bramble.

United States Senator Johnson N. Camden has as his representatives a brown son of Ben Brush and Nun's Cloth; a chestnut daughter of Star Shoot and Lundo Ross; and a brown daughter of Ben Brush and My Beauty. Woodford Clay has named a chestnut daughter of Trap Rock and Outcome and a chestnut daughter of Star Shoot and Thirty Third.

Frank J. Nolan's Beverwyck Stable has three in a bay son of King James and Dainty; Lena Mishu, a chestnut son of King James and Gatten Belle, and Old Koenig, a bay son of Golden Maxia and Masthead. Herbert L. Pratt has two in a bay son of Ormondale and Roman Gold, and a chestnut son of McGee and Anyday.

WORK-OUTS OF EASTERN HORSES.

Havre de Grace, Md., November 21.—Recent work-outs of horses in training here were as follows:

Weather clear; track good.
Afterglow—Mile in 1:49.
Albena—Five-eighths in 1:04½.
Ambrose—Mile in 1:49.
Americus—Five-eighths in 1:06.
Billie Baker—Half mile in 50½.
Beaumont Belle—Three-quarters in 1:19.
Between Us—Half mile in 52½.
Brandwine—Half mile in 50.
Camellia—Half mile in 51.
Carlton G.—Mile in 1:48.
Centauri—Three-quarters in 1:17.
Chilla—Half mile in 51.
Cliff Field—Mile in 1:45.
Colonel Ross—Half mile in 54.
Colonel Rauld—Five-eighths in 1:03½.
Cochette—Five-eighths in 1:03.
Colonel Holloway—Three-quarters in 1:19½.
Dangerous March—Three-quarters in 1:21½.
Delegate—Mile in 1:44½.
Dr. R. L. Swarner—Three-quarters in 1:22½.
Earlmore—Three-quarters in 1:17.
Egmont—Five-eighths in 1:04½.
Elesplan—Mile in 1:45.
El Mahdi—Three-quarters in 1:19½.
El Oro—Three-quarters in 1:18½.
Ethan Allen—Five-eighths in 1:07.
Fathash—Mile in 1:48.
Flittergold—Mile in 1:46.
Fool of Fortune—Half mile in 51½.
Gallop—Five-eighths in 1:07½.
G. M. Miller—Three-quarters in 1:18½.
Grazelle—Three-quarters in 1:23.

JUAREZ OPENING AT HAND

LONG WINTER MEETING AT MEXICAN TRACK TO BEGIN THE COMING THURSDAY.

Everything in Readiness for Successful Inauguration of Sixth Season of Racing Under Auspices of Jockey Club Juarez at Course Near El Paso.

El Paso, Tex., November 21.—Next Thursday, Thanksgiving Day, the sixth winter racing season of the Jockey Club Juarez will be inaugurated. The meeting is scheduled to run for one hundred days or more. Last year the meeting was of 114 days' duration and it is likely the coming meeting will even exceed this in length. The Jockey Club Juarez has always been conducted along lines which rule on all great race courses and has furnished an excellent brand of racing each winter.

Its officers and officials have always been men of the highest standing and character. J. G. Polansbee, its president, is a member of the Jockey Club and a New York turfman of renown. James Butler, its vice-president, is one of America's foremost present-day turfmen and owns one of the most extensive stables of horses in training. Matt J. Winn, its manager, is connected in a similar capacity with the New Louisville Jockey Club, at Louisville, Ky., the Empire City track at New York, and the Laurel course in Maryland. W. H. Feuchter, its treasurer, stands high in business circles in Mexico and the United States.

The racing officials at Juarez are all men of the highest integrity and enjoy a national reputation in racing circles. They are engaged during the spring, summer and autumn seasons of the year in filling official positions on the big tracks of the United States and Canada.

Visitors to the Juarez course this season will surely be amazed. Improvements made since last spring have apparently produced an aspect of vastness that is difficult to describe. With its more than 200 broad acres covered with massive structures, built without regard to cost, and with every vacant spot adorned with the most beautiful of tropical plants, the inviting appearance of the grounds can scarcely be excelled. The improvements include among other things the laying of 25,000 feet of asphalt for walks and approaches to the grandstand. In one spot set out in plants since last season there may now be seen no less than fifteen different varieties of the beautiful semi-tropical plants. Since last season the stables have all been renovated. New kitchens have been erected and the re-solling of the track makes the course itself safer and faster than ever. One great improvement is the complete re-arrangement of the offices in the building set aside for the administration of the affairs of the course. They are not only complete in every detail, but roomy and well furnished.

An improvement calling for a big outlay of money is an immense wall just completed that surrounds the big plant. It will be of special service in protecting the stables and the grandstand from the sand storms that sometimes, even if infrequently, visit this locality.

The number of horses now at the track is perhaps greater than at any winter course in recent years, which is remarkable considering the fact that there are less thoroughbreds in America now than in twenty years past. The big breeding farms in Kentucky and elsewhere are coming back, but it will be several years before appreciable gains are observed. The Juarez course has already made a strong impression in such states as Texas, Oklahoma, Montana, Nevada, Missouri and Kansas, and many new breeders of thoroughbreds have developed in these sections since the track first opened for racing in 1909.

There are many noted winners of races all over America and even abroad now quartered at the Jockey Club Juarez track, of all ages, from smart two-year-olds to veterans of the turf that still retain their popularity with the racing public. Jockeys who enjoy the highest popularity among race followers will be seen in action at the Juarez course the coming winter. Some of them are already on the ground keeping themselves in the best possible condition by the daily galloping of horses.

Never was the city of El Paso in a more flourishing condition. Its growth in the last few years has been phenomenal and it now covers an area of ground extending for five miles from the heart of the business district. The hotel accommodations have kept pace with the growth of the city, and are first class in every particular.

El Paso has now become one of the most attractive of American cities for winter tourists and it undoubtedly owes much of its present prestige to the great Southwest to its close proximity to the great Jockey Club Juarez race track, which has become, with the outlay of more than half a million dollars, one of the beauty spots of all Mexico, as well as the most sightly course horses have ever raced over in the winter time.

Guy Fisher—Mile in 1:51½.
Half Rock—Five-eighths in 1:05½.
Hanson—Half mile in 50.
Harry Junior—Five-eighths in 1:05.
Hedge—Half mile in 52.
Herbert Turner—Half mile in 49½.
Heartbeat—Three-quarters in 1:18.
Hippocrates—Five-eighths in 1:04.
Holland—Five-eighths in 1:03.
Hurakan—Mile in 1:48.
Hyria—Half mile in 53.
Isidora—Five-eighths in 1:07½.
Joe Finn—Half mile in 54.
Kazan—Five-eighths in 1:05.
Lochiel—Three-quarters in 1:17½.
Lady Lightning—Three-quarters in 1:17½.
Mabel Montgomery—Half mile in 50.
Magnet—Three-quarters in 1:17.
Marjorie A.—Half mile in 50.
Master Jim—Three-quarters in 1:19.
Master Joe—Three-quarters in 1:16½.
Minstrel—Half mile in 52½.
Mordecai—Three-quarters in 1:20½.
Oakhurst—Mile in 1:47.
Page White—Half mile in 49.
Penniless—Three-quarters in 1:18.
Proctor—Half mile in 51.
Pharaoh—Three-quarters in 1:17.
Quick Start—Half mile in 50.
Ray o' Light—Mile in 1:46.
Republican—Mile in 1:46.
Roger Gordon—Three-quarters in 1:17.
Soldier—Mile in 1:53.
Sebago—Three-quarters in 1:16.
Sequida—Half mile in 50.
Sir Deurab—Five-eighths in 1:07½.
Striker—Mile in 1:47.
Surgeon—Three-quarters in 1:16½.
Trandl—Five-eighths in 1:04.
The Pin—Half mile in 51.
Towton Field—Mile in 1:47.
Uncle Mun—Mile in 1:46.
Veneta Stromer—Half mile in 50½.
Working Lad—Half mile in 55.
York Lad—Three-quarters in 1:18½.

DAILY RACING FORM

PUBLISHED DAILY EXCEPT MONDAY.

Daily Racing Form Publishing Co.

441 FLYMOUTH COURT, CHICAGO, ILLINOIS.

A Daily Reflection of the American Turf by
Telegraph.Editor and Proprietor, F. H. Brunell.
Associate Editor, Clinton C. Riley.
Secretary, Mrs. F. H. Brunell.Entered as second-class matter, April 2, 1896, at
the post-office at Chicago, Illinois, under the Act of
March 3, 1879.

TELEPHONE 2097 HARRISON.

(For business and circulation purposes only.)

This telephone has no connection with the news or
editorial departments and cannot be used to com-
municate with them.To be considered and answered, all queries to
Daily Racing Form must be sent over the full name
and with the address of writer. The names and ad-
dresses are subject to a local and foreign directory
test.

BACK NUMBERS 5 CENTS EACH.

If sent by mail (first-class only) six cents.

SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

Per Week \$.50
Per Month 1.50
Half Year 9.00
One Year 17.00The above rates are for single copies as sealed
letters—first-class mail.Daily Racing Form Publishing Co. prefers to send
single copies as first-class mail in all cases.
Local subscriptions—outside the down-town dis-
trict—will be declined at other than first-class mail
matter rates.

ST. LOUIS, MO., OFFICE, 112 N. BROADWAY.

Wm. Lauer, General Agent.

(Telephone Bell Olive 4653.)

Back numbers and monthlies supplied.

CINCINNATI, O., OFFICE, 720 MAIN ST.

W. S. Manns, General Agent.

(Telephone Canal 1877.)

Back numbers and monthlies supplied.

DETROIT, MICH., OFFICE, 85 CONGRESS ST.

West, Corner Wayne Street.

(Telephone Main, 3252; City 3252.)

Back numbers and monthlies supplied.

LOUISVILLE, KY., OFFICE, 232 FOURTH AVE.

C. T. Deering, General Agent.

(Cumberland Phone, 3135.)

(Home Phone, City 1508.)

Back numbers and monthlies supplied.

PITTSBURGH, PA., OFFICE, 307-309 THIRD AVE.

H. A. Schaefer News Co., General Agent.

Back numbers and monthlies supplied.

ANACONDA, MONT.,

J. M. Minor, 111 Main Street.

BLUE ISLAND, ILL.,

H. D. Wadley, 103 Union Street.

BUFFALO, N. Y.,

R. J. Seldenberg, Elliott Square, News-stand.

BUTTE, MONT.,

Keefe Bros., 27 West Park Street.

CHARLESTON, S. C.,

B. Doscher, 242 Meeting Street.

CLEVELAND, OHIO,

J. C. Budd, 922 Superior Avenue.

COLUMBIA, OHIO,

O. S. Schroeder, 212 E. Superior Street.

DENVER, COLO.,

Kendrick-Bellamy Co., 906-912 Seventeenth Street.

EL PASO, TEXAS,

Frank J. Callaghe.

EVANSVILLE, IND.,

C. H. Stockwell, 201 Upper Second Street.

HAMILTON, ONT.,

McArthur's News Agency, 12 Rebecca Street.

HOT SPRINGS, ARK.,

C. H. Weaver & Co., 258 Central Street.

INDIANAPOLIS, IND.,

J. A. Moeslein, News-stand, Waiting Room, Termi-
nal Station.

JAMESTOWN, N. Y.,

J. A. Jacobson, 1 South Main Street.

KANSAS CITY, MO.,

Ricksecker Cigar and News Co., Ninth and Walnut
Streets.

KENOSHA, WIS.,

C. H. Ernst & Co., 271 Main Street.

LEXINGTON, KY.,

E. T. Graves, 106 North Limestone Street.

LINCOLN, ILL.,

W. E. Hudson, Main and Limestone Streets.

MCKEESPORT, PA.,

B. M. Nelson, 409 Pulaski Street.

MEMPHIS, TENN.,

World News Co.

MILWAUKEE, WIS.,

Peabody Hotel News-stand.

MINNEAPOLIS, MINN.,

Frank Mulken, Grand and Grand Avenues.

NASHVILLE, TENN.,

M. J. Kavanaugh, 50 South Third Street.

NEW ORLEANS, LA.,

Zibart Bros., 218 North Cherry Street.

OKLAHOMA CITY, OKLA.,

Ed. A. Munsey, 348 25th Street.

PEORIA, ILL.,

March Daily News Co., Main and Broadway.

SALT LAKE CITY, UTAH,

Chas. W. McGillis, News Dealer.

SPOKANE, WASH.,

Stubeck & Gammel.

TORONTO, ONT.,

T. E. Mattimore, 142 St. Clair Street.

WEST BADEN, IND.,

J. C. Yeager.

CHICAGO, ILLINOIS, NOVEMBER 22, 1914.

TELEGRAPHIC FORM.

The horses which seem best in Monday's races
are:Havre de Grace, Md., November 21.
1—Amee Leslie, J. B. Harrell, Meelicka.
2—Syosset, Idle Michael, Astute.
3—Kewessa, Aylade, True as Steel.
4—Slumber II, Striker, Thairhill.
5—Platbush, Fascinating, Fairy Godmother.
6—Dakota, Litaner, Single Stick.
T. K. Lynch.

EVENING THINGS UP IN AUSTRALIA.

After deciding that bookmakers' positions in the
paddock should be balloted for, it was almost too
much to expect the Australian Jockey Club commit-
tee to straightway depart from that intention be-
cause it was not to the liking of everybody, and
therefore, it did not surprise anyone to read that
the petition of a number of bookmakers opposed to
the alteration was resultful. I fancy that some
members of the Australian Jockey Club committee
have arrived at the conclusion that many members
of the ring who bet in close proximity to each other
have become too much of a "happy family," and
that such a state of affairs is not good for the
punter, big or little. It is only natural that men
who have had choice positions for years should re-
sent the idea of a change, but if they have failed
to make good financial use of their advantage it is
their own fault. With each man paying the same
fee it is inequitable that some should have a lit-
tle long monopoly of positions worth hundreds of
pounds more than those held by others. If places
were auctioned the estimated difference in the
value of some, as compared with others, would prob-
ably be an eye-opener. It would be a case of the
man with the shop in, say, King street, having to
pay a very different rental to the one in Goulburn
street. Of course, it does not follow that the men
now badly placed in the Randwick paddock are sure
of benefiting by the ballot, and even those who
get choice positions this year may lose them next,
but they at least have the satisfaction of know-
ing they will have a chance of occasionally get-
ting into the busy part of the ring without waiting
many years for deaths or retirements to give them
that opportunity. As for talk of "vested interests"
in connection with a bookmaker's betting position
on a race course, well, that savors of humor.—
Sydney Referee.

THE STORY OF THE CAMBRIDGESHIRE.

The first race for the Cambridgeshire Stakes was
made memorable, according to an old chronicler, by
a storm of wind and rain of such violence that the
nearly blind the jockeys out of their saddles," and
two of the competitors for the big event, Roscius
and Revoke, "resolutely refused to face the sheets
of hail which, at short intervals, made Newmarket
the most dreadful place imaginable for man or
beast." Fifty-three years later, in 1882, to be
precise—similar if not even worse weather was
experienced on the Cambridgeshire day, and the
race had perforce to be postponed until four and
twenty hours later.

There was a warm favorite for the race in 1841,
when the party connected with Mr. Etwell's Dis-
cord—which, as the Melody colt, had been placed in
the previous year's Derby—served defeat to be
almost an impossibility. The great jockey, "Jem"
Robinson, however, declared that DisCORD would
never give twelve pounds to Mr. Holmes' Vulcan,
which he was to ride, and the result showed him
to be correct in his reckoning. Mr. Etwell's colt
defeated Vulcan, with the exception of the set-
back of a fall, which carried the "scarlet, white cap"
of his sporting owner to a victory. Vulcan,
which then started at the remunerative odds of 30
to 1, ran in the Cambridgeshire of 1842 also, and
with 129 pounds in the saddle, made a prominent
show behind Lord Albemarle's Ralph, which won by
a length from the Duke of Grafton's Florence.

The Cambridgeshire increased in value, impor-
tance and popularity with giant strides. The entries,
which had only reached a total of fifty-five in 1839,
had actually grown to 149 by 1847, when the field
numbered no less than thirty-seven runners. The
race fell to a Mr. Leigh by the aid of an old mare
named The Widow, whose chance of victory was
deemed to be so remote that she was only sent to
the post at the earnest solicitation of Pettit, the
jockey, who dreamed that he had won on her. The
Widow was, moreover, an easy winner, although it
was contended by good judges that she was not
which finished third, conceivably might have won if
Queen Mary, soon after starting, had not cannoned
against him and caused him to lose ground con-
siderably. Many outsiders have scored since The
Widow won in 1847—Truth, 40 to 1, 1851; Little
David, 33 to 1, 1853; Sultan, 40 to 1, 1856; Eury-
dice, 40 to 1, 1858; Red Eagle, 50 to 1, 1859; Garrod
visure, 40 to 1, 1865; See Saw, 33 to 1, 1868; Mon-
targis, 50 to 1, 1873; Isomy, 40 to 1, 1878; Geo-
gie, 40 to 1, 1898, and Marcovil, 50 to 1, 1908, for
example.

During the Doncaster meeting of 1852 Lord Bruce,
the owner of a three-year-old called Knight of the
Shire, accepted the bet of £90,000 to £3,000 about the
colt for the Cambridgeshire and, as he backed him
subsequently at decreasing odds, his lordship was
the gainer to the tune of £100,000 when the son of
Sir Hercules—Splitrove won the race from the sensa-
tional Hobbie Noble and the Oaks winner, Lady
Evelyn. Knight of the Shire was afterwards re-
named Uncle Ned, and put to stepleaching. His
last appearance in public was in a steplechase at
Warwick in 1859. George Fordham, then a tiny boy,
rode his first important winner on Little David in
the Cambridgeshire of 1853, and his little mount in
the same race was named Hamlet to only thirty years
later. Little David was an extraordinarily easy
winner, but he failed badly the year following with
121 pounds in the saddle, and so degenerated in
after life that, in January, 1861, he was actually
sold at Tattersall's for twenty-two guineas.

No cheaper horse was ever sold than Malacca, the
winner in 1856. It was recorded of him that he
was "turned out of the Hambleton Stable for \$150,
and hacked about London all last autumn until Tom
Parr thought him no great bargain at \$40. Never-
theless, Malacca, in Parr's "puce, white sleeves
and cap," won in a canter, and besides the stakes,
value \$8,385, landed for himself and his owner, the
son of Ratan—Alice also that year ran second
for the first Liverpool Autumn Cup ever run for.
Tom Parr won a race again in 1857, this time by
the aid of Odd Trick, which had been tried a semi-
certainty. Third place was filled by Saunterer,
which carried the substantial weight—for a three-
year-old—of 124 pounds.

Although the French-bred Mdle, de Chantilly,
starting at 50 to 1, was second in 1860, the first
French coup was effected in 1851, when Count de
Lagrange supplied the winner, and runners-up in
Polestar (3), (100 pounds), and Galop (4), (90
pounds). There was a tremendous finish in
1862, when Battille won by a head from Lano-
sina, with heads dividing second, third and fourth,
and the fifth, Hartington, only a neck in the rear.
Gardevoir, which brought off a big surprise in
1865, was a half-sister to the great Lord Lyon, and
the flying Achievement. The mighty Galop (3),
(128 pounds) started favorite for that Cam-
bridgeshire and made a bold show under his hunting
burden. The still-living Mr. E. C. Clayton, a very
popular Rutlandshire gentleman, won the race in
1866, although he was not until after a dead-heat
with Sir Joseph Hawley's Voltaire, which was
beaten a neck in the run-off. Two Oaks horse-
men, Hippia and Tormentor, competed in that year's
Cambridgeshire, and Julius was another notable starter.

The Derby winner, Blue Gown, was handicapped
at 126 pounds in the Cambridgeshire of 1868, and
though he was not thought to have a chance, and
started at 25 to 1, he ran like a really great colt.
He just failed, however, to concede 12 pounds to
See Saw, which was himself a three-year-old of
exceptional merit. No better field in respect to
class ever went to the post for a handicap than
that for the Cambridgeshire of 1881, when such
equine swells as Bend Or, Foxhall, Tristram, Peter,
Petrone, Poulet, Corrie Roy, and Lucy Glitters all
competed.

The Cambridgeshire was first run in 1839, in
which year the Cesarewitch was also instituted.

The race was first run over the present course
in 1888, in which year Veracity was the winner.

The first race was run in one of the most violent
storms on record. Lencroft, a four-year-old carry-
ing 121 pounds, was returned the winner from
eleven opponents.

Previously to Mr. "Jack" Hammond, which
had a fortnight won the Cesarewitch with St.
Gatien, the mare thus completing a notable
double event.

During the seventy-five years of its existence it
has been won by forty-five three-year-olds, twenty-
four four-year-olds, three five-year-olds, two six-
year-olds, and one older horse.

The longest sequence of successes by animals of
any age was that recorded between 1851 and 1861
(inclusive), during which period three-year-olds quite
monopolized the race.

Another record winner trained by Lewis was
Comedy, which won in 1891. Comedy's Cambridges-
hire was characterized by some exceptionally heavy
wagering, several of the horses being backed for
big sums.

An unlucky competitor of recent years was Mus-
tapha, which ran second on one occasion that
Christmas Day year. Then, on making a third
attempt in 1911, he ran across Long Set, to whom
he tried to concede 22 pounds. For the third time
Mustapha had to put up with second place.

The late King Edward was considered to possess
a fair chance of winning the race of 1898 with
Nunsich, but the filly got badly away, and was
never in the race. A couple of days later, however,
she won the Old Cambridgeshire in a canter by ten
lengths, defeating George, the winner of the more
important event, and several other Cambridgeshire
horses.

In 1897 topweight was borne by Galtee More, the
"triple crown hero" of that particular year, who
was set to carry 132 pounds. Despite his great
burden, Mr. J. Gubbins' famous three-year-old
started favorite. The race was won by Comfrey,
owned by Sir W. Ingram, and the victory, curiously
enough, was celebrated on the anniversary of that
gentleman's birthday.

The record of Bendigo is one of the most remark-
able in connection with the Houghton handicap.
Mr. Barclay's popular horse won the race as a three-
year-old in 1883, carrying 94 pounds. A year later
he was second to Florence, carrying 114 pounds.
In 1885, with 134 pounds, he was second to Plaisan-
ter, while in 1887 he was once again second to Glo-
riation, on this occasion shouldering 139 pounds.

One of the most sensational of latter-day winners
was Marcovil, the hero of 1908. Marcovil had
proved a difficult subject to train and, starting
his first appearance of the season in this race, even
then he was more or less a cripple, but, making
at 50 to 1, he won quite comfortably. The race
was run in a mist, and no time was recorded.
Thirteen years previously Marcovil's sire—Marco—
had won the corresponding event.

French animals at one time figured prominently
in the Cambridgeshire, but twenty-four years have
now elapsed since the last Gallic triumph was
recorded by Alicante, a filly owned by M. Ephrussi.
Alicante had run second in the Cesarewitch a fort-
night earlier. Five years previously the famous
filly wasante won the Cesarewitch, carrying 106
pounds, and supplemented this success by a victory
in the Cambridgeshire with 124 pounds.

The biggest field was that of the year 1862, when
the four-year-old Rathille, carrying 94 pounds, ac-
counted for forty-two opponents.

Only twice has 126 pounds or over been success-
fully carried. In 1881 the American-bred three-
year-old, Foxhall, won with 126 pounds in the
saddle, while three years later Florence, a four-
year-old, triumphed with one pound more on her
back.

Outsiders had the finish to themselves in George's
year, when he started at 40 to 1 against as did
Dimna Forget, which finished second; while Haw-
king, the third, was quoted at 50 to 1 against.

It was in the Cambridgeshire that Fred Archer
had his last important handicap mount, this being
St. Mirin, to ride which Archer had wasted consid-
erably. St. Mirin could never, only a second
to The Sailor Prince, which was ridden by A.

White, popularly known as "Tiny."
The last classic winner to triumph in the Cam-
bridgeshire was La Fleche, the St. Leger heroine
of 1892, in which year her Houghton victory was
also recorded. Captain Macbell, who was almost
invariably dangerous in this race, had a strong
candidate in Pensioner; but Baron Hirsch's splendid
filly conceded Pensioner a lot of weight and de-
feated him.

One of the most sensational Cambridgeshire epi-
sodes was the "knocking-out" of Winkfield's Pride
a few days before the race, the colt being on offer
at Sandown Park at all sorts of fancy prices—200
to 1 was named. Before the day of the race, how-
ever, Winkfield's Pride had returned to favor. Fi-
nally he started favorite and won comfortably.

When Polymelus won in 1906 he started at no
more than 11 to 10 against, this notwithstanding
the fact that he was carrying a ten-pound penalty
for having won the Duke of York Stakes. Poly-
melus entered away with the Cambridgeshire, and
folk wondered what his starting price would have
been and his manner of winning had he not in-
curred his penalty.

In 1894 France was represented by the four-year-
old Callistrat, which, after running second to
bulldog in the Cesarewitch, ran third to Indian
Queen and away in the race for the Cambridgeshire.
Callistrat, from across the channel, which almost
succeeded in winning the race was Codoman, which
in 1900, with Sloan in the saddle, defeated all save
the Irish four-year-old, Berrill.

It had become almost an article of faith that no
horse could triumph in the Cambridgeshire in two
consecutive seasons. As a matter of fact the the-
ory held good until a few years ago. In 1904,
however, Hackler's Pride, which had carried off
the race a twelvemonth earlier, rose superior to
tradition by winning for the second time. This
example was emulated a few seasons later by
Christmas Daisy, who won in 1909 and 1910.
Both these were trained at Netheravon, the former
by Fallon and the latter by Lewis.—London Sport-
ing Life.

WAR MAKES RACING'S OPPORTUNITY.

Col. W. E. Wilder, commanding Fort Meyer, when
questioned regarding the modern and best type of
cavalry horse, said:

"It is greatly to be lamented that racing in this
country is receiving such a terrible blow, as the thor-
oughbred is the best type of cavalry horse we have,
and the fact that racing was discontinued, forced
owners to ship their best mares abroad, and the
business of breeding these splendid animals has
been to a great extent abandoned."

"The cavalry horses which are used abroad are of
a heavier type than we require, since the cuirassiers,
and other cavalrymen abroad, are so much more
heavily equipped than we are. Our equipment is
so much lighter that the ideal horse is about 15.2,
and must have speed, endurance and poise. But,
odds and the great factor which is of absolute
necessity, is stamina. The heavy, slow, hair-heeled
animal is certainly not to be compared with the
lean animals, which comes from the thoroughbred
pure, or from the thoroughbred cross, whose muscu-
lar development, stamina and speed, are far beyond
his lethargic rival."

"Furthermore, this type of thoroughbred has a
good digestion, which is a most important factor.
Also the horse should not be too big, as the re-
cuperative powers are greatly lessened with every
additional inch of height, and it takes more power
of the heart to pump to the extremities. So many
splendid mares have been shipped abroad, and the
best types are becoming scarce. The fact that the
interest in the breeding of horses has greatly de-
creased also has been a great factor in injuring
the standard of the cavalry horse."

"Cavalry, when mounted, is practically fresh,
when compared with troops that have gone on foot,
and instead of having traversed about 31 miles they
have gone seven or eight. As a matter of re-
inforcement, cavalry can gain a given point so much
more rapidly than infantry that in this regard there
is a great saving. In fact, the usefulness of a man
is nearly doubled, and this is also true in withdraw-
ing. The usefulness of the horse is only limited
by the expense and accessibility of forage."

"After racing was in a great measure stopped,
a number of gentlemen contributed stallions to the
government, and the result has been most satis-
factory, but instead of having a great many stallions
and hundreds of mares to give us splendid colts,
there are only now a handful, as compared with a
few years ago."

"It seems to me that it must be evident to every-
one that the consumption of horses in the present
European war will make them expensive, and that
there is a time when all would seem to me an oppor-
tunity for a revival of the sport of racing and the
breeding of thoroughbreds. Horses that are de-
stroyed must be replaced everywhere, and it behooves
every man to breed and raise the best horses that
he can."

Brig. Gen. E. A. Garlington, Inspector General
of the United States Army, said:

"There is at present a great scarcity of fine
horses for cavalry service. The best type of cav-
alry mount is a half-bred horse for the trooper,
and a three-quarter or seven-eighths bred one for
the mounted scout. With the present demand for
enough to go through any kind of country. It should
be much over 15.2, as a big horse cannot stand
the strain which the small, compact horse is capable
of standing. This is a particularly good time to foster
in the minds of everyone the desire to breed
good horses, as the future of the horse is only
will be in great demand and at a premium, and
it is hoped that all those who have horses, and are
interested in them, will take advantage of this great
opportunity to increase the supply of this splendid
animal, as the market for him will be the greatest
in the history of the world, ever known."

"Horses are high now, but I make the prophecy
that if the European war lasts twelve months they
will be so high that the ownership of one will be
accepted as a sign of wealth," said a Washington
man, who is a horseman as well as a horse dealer,
to the War States.

"For several years horses have been high, and
this has been partly due to the automobile, para-
doxical as that may sound; partly due to the ex-
tension of the custom of delivering small parcels
at the homes of buyers and to a number of other
causes. With the war the world has been changed,
it was widely believed, or at least widely alleged,
that the end of the horse age was at hand, and
some horse breeders set down their output or retired
from the business altogether. The ban on horse rac-
ing—that is, running races—and the decline of har-
ness racing, have driven many breeders out of busi-
ness and sent some of the best stock abroad. This
cut down the supply of horses. It cut down not
only the supply of race horses, but horses of num-
erous types. All horses bred for racing do not turn
out to be race horses, and these horses, in most
cases, are sold or developed as breeding stock, and
went to work for men under the saddle or in light
harness or for breeding purposes.

"A horse is not much good for any kind of work
unless he has some thoroughbred blood in him, and
when the thoroughbred, or running horse, and the
harness horse, of the world have been blended in
varying proportions, the most useful horses in the
world are produced. Then, too, many race horses,
their days of racing ended, found their way into
what might be termed legitimate work. For these
reasons the ban on racing caused the supply of
horses to fall off."

"Though the number of automobiles increased at
an amazing rate, the demand for horses also in-
creased. The light delivery business increased.
Grocery stores, flower stores, meat shops, laundries,
tailor shops, etc., now deliver the goods bought
and this delivery business is one of the causes of
the increased cost of living. At the same time, a
man or woman would make a purchase and take
the bundle home. That habit is nearly extinct in
cities. If a woman buys a soup bone, or a bunch
of carrots, or a pair of gloves or a box of collars,
the storekeeper delivers the goods, and if he wants
to keep his trade or develop his business, he must
make prompt and frequent deliveries. If a man
has a shirt and a pair of socks washed at the
laundry—and the old-fashioned wash woman has
nearly passed away—he expects his laundry to be
delivered. All milk and bread are delivered. This
has made a great demand for horses."

"In the country the demand for horses has in-
creased because of the cutting up of large tracts
into small farms and a man working a small farm
needs horses. A few years ago a big farmer might
use a one-horse plow or a yoke of steers, but even
the small farmer today if he has any sense of
progress uses a two-horse team. There has been a
marked increase in the demand for horses of saddle,
hunter, charger and polo types, and among pros-
perous or ambitious people there has grown up a
strong demand for high-class horses. So you see,
in spite of the fact thatrolley cars have super-
seded the horse cars, and that there are a full of motors,
the demand for horses has increased, while the
supply has diminished."

"The war is going to make a drain on the Ameri-
can horse market. Horse mortality in war is high.
Army horses in campaigns die from many other
causes than from lack of food. They die from over-
work, lack of water, lack of feeding, overwatering,
overfeeding, lack of rest, lack of care after over-
eating and various diseases. Cavalry, field artill-
ery, ammunition and commissary trains require
a constant supply of horses. I have read that nearly
one-half of all the horses in the German army
had been lost or dying. The loss of the German
advance reached high-water mark, Sept. 6.

"Perhaps this is an overstatement, but the horse
losses of the German and Austrian armies and of

HAVRE DE GRACE FORM CHART.

HAVRE DE GRACE, MD., SATURDAY, NOVEMBER 21, 1914.—Eighth day. Harford Agriculture and Breeders' Association. Autumn Meeting of 15 days. (26 books on.) Weather clear.

Presiding Judge, C. Cornelissen. Starter, James Milton. Racing Secretary, F. Rehberger.

Racing starts at 2:30 p. m. (Chicago time 1:30 p. m.). W indicates whip, S spurs, B blinkers. Figures in parentheses following the distance of each race indicate index number, track record, age of horse and weight carried. *Indicates apprentice allowance.

FIRST RACE—3-4 Mile. (7840—1311—3—91.) Purse \$400. 3-year-olds and upward. Selling. Net value to winner \$300; second, \$70; third, \$30.																		
Index	Horses	A	W	P	St	¼	½	¾	Str	Fin	Jockeys	Owners	O	H	C	P	S	
18424	COY	W	B	4	109	6	5	1	1	1	1	J Butwell	W H Baker	6-5	8-5	7-5	7-101-3	
18404	GRAZELLE	W	3	105	9	6		2	2	2	2	G Corey	J L Paul	7	9	9	4	2
18402	ELIZ. HARWOOD	W	3	108	7	9		4	4	4	4	G Byrne	G C Winfrey	20	25	20	4	2
18424	PROGRESSIVE	W	4	107	8	4		8	6	6	6	F Coleman	Mrs T Francis	10	12	6	3	7-5
18419	DR. DOUGHERTY	W	3	112	17	17		10	1	1	1	W Doyle	F Harrington	50	60	50	20	10
18406	EL MAHDI	W	3	110	18	10		7	8	9	9	R Troxler	Miss A M Marone	15	30	25	10	5
18416	EARLYMORN	W	3	108	15	11		3	5	5	5	A Schu	g'r E F Condran	20	30	15	6	2
18355	MARY WARREN	W	3	105	19	11		6	9	9	9	V R'hutire	A Miller	30	30	25	10	5
18430	MARTIN CASCA	W	3	101	10	2		5	1	1	1	J Dreyer	F Brown	7	8	8	3	8-5
18402	CHARL. BROWN	W	3	109	2	20		12	1	1	1	J Williams	M Sove	100	150	150	60	20
18399	BRANDYWINE	W	4	112	5	12		12	11	11	11	H Lafferty	J Wilkinson	50	60	60	25	12
18424	BATWA	W	3	109	20	1		11	1	1	1	A Nicklaus	H Buscher	30	30	30	12	6
18168	PH. ANTOINETTE	W	4	109	13	8		9	10	10	10	W Ward	A L Aste	30	30	30	12	6
18410	TODDLING	W	5	109	12	13		16	14	14	14	F Keogh	D M Reid	60	60	60	25	12
18410	HERMIS JR.	W	5	109	3	14		17	15	15	15	S Davis	J J Korb	100	150	150	50	25
18406	PHREW	W	4	104	14	18		18	18	18	18	H Hammer	W C Daly	100	150	150	50	20
18385	AL COURT	W	3	109	1	7		19	17	17	17	E Ambrose	L Fitzgerald	10	12	12	5	2
18423	MR. SNIGGS	W	3	105	4	15		13	16	16	16	R Estep	Cap C K Rockwell	20	25	25	10	5
(18918)*	GREENBRAE	W	3	100	16	16		14	19	19	19	W Lilley	H Kerr	100	100	100	40	20
18048	AVE	W	3	100	11	19		20	20	20	20	J Pitz	C L Mackey	100	100	100	40	20

Time, 23½, 48, 1:14. Track good.
Winner—B. f. by McGee—Fickle (trained by W. H. Baker).
Went to post at 2:28. At post 3 minutes. Start good and slow. Won cantering; second and third driving. COY raced to the front quickly and dashing into a long lead while rounding the far turn, was under restraint at the end. GRAZELLE raced in closest pursuit and held the others safe all the way. ELIZABETH HARWOOD ran well, but tired and just lasted long enough to outstay PROGRESSIVE for third place. The latter closed a gap and was coming fast at the finish. DR. DOUGHERTY ran well. EARLYMORN and MARTIN CASCA showed speed, but quit.
Scratched—(1810) Hill Stream, 100; 18173 York Lad, 112; 18429 Daisy Platt, 109; 17843 Scarlet Letter, 105; 18424 Cisko, 102.
Overweights—El Mahdi, 2 pounds; Martin Casca, 1.

18443		SECOND RACE—About 2 Miles. (17540—3:57—4—142.) First Running Reading															
		Steeplechase Handicap. Value \$1,000. 3-year-olds and upward. Selling. Net value															
		to winner \$675; second, \$200; third, \$100.															
Index	Horses	AWT	PP	St	3	6	9	13	Fin	Jockeys	Owners	O	H	C	P	S	
18407	ASTUTE	w	4	139	2	2	1 ⁶	1 ⁸	1 ¹⁰	1 ¹⁵	B Haynes	C R Fleischmann	5	2	7-5	2-5	out
18359	SYOSSET	w	4	153	1	4	4	2 ¹⁰	2 ⁸	2 ⁸	F Williams	D Stevenson	3	2	8-5	1-2	out
(18413)	MYSTIC LIGHT	w	9	143	3	1	3	3 ¹	3 ²	3 ³⁰	C Grand	Mrs J W Dayton	4	5	4	6-5	out
18413	JESUIT	w	8	142	4	3	2 ⁸	4	4	4	J Smith	T J Donohue	8	10	10	2	4-5

Time, 4:03. Track good.
Winner—B. g. by Gold Heels—Volodyon (trained by S. Veltch).
Went to post at 2:28. At post 3 minutes. Start good and slow. Won cantering; second and third driving. ASTUTE fenced cleanly and, showing much the most speed, easily held the race safe all the way and was under a pull at the end. SYOSSET went well and was easily best of the others. MYSTIC LIGHT could never get up. JESUIT was badly outpaced.
Scratched—(18425) Chupadero, 155; 17871 Himation, 138.

18444		THIRD RACE—5 1-2 Furlongs. (5158-1:05½—3-105.) Purse \$400. 2-year-olds. Selling. Net value to winner \$300; second, \$70; third, \$30.																
Index	Horses	A W T P P St				¼	½	¾	Str	Fin	Jockeys	Owners	O	H	C	P	S	
18426	DR. LARRICK	W	B	112	4	5	1	1	1	1	1	J Butwell	J S Tyree	3	4	18-57	5	3-5
18412	ALHENA	W	B	107	1	3	2	2	2	2	2	J McCahey	Montpeller Stable	2	3	3	1	2-5
18412	*REFLECTION	W	B	108	8	4	3	3	3	3	3	F Coleman	fast Louis only	5	8	7	12	6-5
18379	TIE PIN	W	B	103	4	4	3	4	4	4	4	H Lafferty	J S Ownbey	8	10	7	2	3
18434	STAR OF LOVE	W	B	105	3	7	6	7	7	7	7	G Byrne	L Garth	15	25	20	7	3
(18347)*	SUNSET	W	B	104	5	8	5	6	6	6	6	R Shilling	G F Richings	4	6	11-56	3-5	5
18408	FENROCK	W	B	106	6	1	7	8	7	7	7	J Dreyer	R B Stelie	20	30	30	10	5
17770	HALF ROCK	W	B	112	7	2	5	6	8	8	8	S Davis	A Garson	100	150	150	40	20

Time, 23½, 48, 1:01½, 1:07½. Track good.
Winner—Ch. c. by Marta Sany—Polly (trained by J. Naylor).
Went to post at 3:21. At post 3 minutes. Start good and slow. Won handily; second and third driving. DR. LARRICK went to the front with a rush at once and held the race safely all the way, but had to be hard ridden through the last sixteenth to outstay ALHENA. The latter ran a good race and hung on gamely in the stretch drive, but was unable to get to the leader. REFLECTION gained steadily and was going fast at the finish. SUNSET began slowly and bolted to the outside on the stretch turn. TIE PIN finished close up. The winner was entered for \$1,000, no bid.
Scratched—(17902) Encore, 109; 18438 Boxer, 111; (18418) Borgo, 111; 18438 Mamie K., 103; 18411 Vaza, 108.
Overweights—Tie Pin, 3 pounds; Star of Love, 2.

18445																			
FOURTH RACE—1 Mile and 70 Yards. (4979—1:42¾—4—107.) Second Running Of																			
Bay Handicap. \$1,000 added. 3-year-olds and upward. Net value to winner \$1,205																			
second, \$200; third, \$100.																			
Index	Horses	A	W	P	P	St	¼	½	¾	Str	Fin	Jockeys	Owners	O	H	C	P	S	
18409	ROBT BRADLEY	w	4	105	4	2	2	1	1	1	1	1	E Ambrose	W R Mizell	8	9	9	3	8-5
18414	TARTAR	w	4	109	1	1	2	4	4	4	4	J McCahey	Montpeller Stable	23	13	11	54	5-2	
(18409)	FLITTEGOLD	w	3	113	6	5	3	3	3	3	3	J Butwell	A Belmont	23	34	16	56	5-1	
18395	BUSKIN	w	4	116	7	8	7	2	2	2	2	C F B'ther	C H Robbins	4	7	6	2	6-5	
18427	PARDNER	w	5	37	8	6	6	6	6	6	6	F Coleman	H G Bedwell	15	20	15	5	2	
18433	HARRY SHAW	w	3	107	2	3	5	7	7	7	7	A Nicklaus	R E Watkins	20	30	30	10	5	
18427	*PAINTHORSE	w	3	99	5	7	4	5	5	5	5	J Smyth	H P Whitney	5	5	4	9-5	4	
18400	G. M. MILLER	w	7	101	3	4	8	8	8	8	8	J Dreyer	R F Carman	15	25	25	8	4	

Time, 23½, 48, 1:14, 1:39½, 1:44. Track good.
Winner—Ch. c. by McGee—Lady Quex (trained by J. Naylor).
Went to post at 3:44. At post 3 minutes. Start good and slow. Won easily; second and third driving. ROBT BRADLEY, showing great speed from the start and running one of his occasional good races, sprinted to the front on the last turn, making the race fast, and easily outdistanced TARTAR in the final drive coming around on the outside. FLITTEGOLD was a forward and game contender all the way. BUSKIN was made too much use of in closing a gap early and quit. PARDNER ran a good race.
Scratched—(18278) Republican, 105; 18433 Thornhill, 105.
Overweights—Harry Shaw, 3 pounds; G. M. Miller, 1½.

18446		FIFTH RACE—1 Mile and 70 Yards, (4979—1.42%; 4—107.) Purse \$500. 3-year-olds and upward. Selling. Net value to winner \$400; second, \$70; third, \$30.																
Index	Horses	A	W	P	St	¼	½	¾	Str	Fin	Jockeys	Owners	O	H	C	P	S	
18435	HOWDY HOWDY	W	7	105	5	1	1	1	1	1	13	J Smyth	Gallagher Bros	6	7	7	23	3-5
18391	UNCLE MUN	W	3	106	9	14	9	10	10	10	2½k	J McCahey	H Louchheim	4	6	5	23	7-5
(18399)*	JOE FINN	W	4	106	7	8	8	6	6	6	3	H Lafferty	C Herbert	6	8	7	23	3-5
18435	ARMOR	W	4	109	11	6	6	6	6	6	4	W Lilley	J L Paul	49	60	60	25	12
18403	HURAKAN	W	3	109	2	2	4	5	5	6	5½	J Butwell	D J Leary	4	5	4	2	1
18323	DANG'S MARCH	W	7	110	3	5	7	8	8	9	7½	R Troxler	R V Haymaker	4	6	6	23	6-5
18410	COREOPSIS	W	5	107	6	10	11	11	10	8	8	A Nicklaus	C R Fleischmann	50	40	15	8	5
18419	BALFORN	W	3	96	19	11	10	9	9	10	8	F Hopkins	J Arthur	7	8	8	3	8-5
18423	MALAY	W	3	108	8	9	14	12	12	12	9½	W Doyle	E Sietas	100	100	100	20	10
18406	PERTH ROCK	W	3	106	13	4	2	2	2	2	10	G Byrne	W M Shedy	20	25	25	10	5-2
18391	APTERFLOW	W	4	107	14	12	12	13	13	12	11½	G Corey	P M Walker	15	20	20	8	4
18377	ELLA BRYSON	W	6	110	12	3	3	2	2	2	10	P Louder	R F Carman	12	15	7	3	2-2
17732	TOWTON FIELD	W	6	105	1	7	5	7	7	11	13	F Coleman	A G Blakeley	7	15	12	5	2
18070	CARROLL REID	W	4	109	4	13	13	14	14	14	14	W McDott	E Ackerman	30	100	60	20	10

Time, 24½, 49, 1:15½, 1:41½, 1:46. Track good.
Winner—B. g. by Ossary—Signorina (trained by W. M. Martin).
Went to post at 4:12. At post 2 minutes. Start good and slow. Won driving; second and third the same. HOWDY HOWDY was lucky at the start and, taking the lead, shook off ELLA BRYSON on the far turn and drew far away, but tired near the end. UNCLE MUN closed a big gap and finished with a rush. JOE FINN also made up much ground early, but tired in the final drive. ARMOR and HURAKAN ran well. DANGEROUS MARCH was always outpaced. ELLA BRYSON quit after running a good three-quarters.
Scratched—18423 Earl of Savoy, 107; 18419 Patty Regan, 90; 18392 Delegate, 105; 18429 The Busybody, 111; 18425 Battery, 105; 18355 Centaur, 101; 18419 Yodling, 90.
Overweights—Hurakan, 2 pounds; Dangerous March, 1; Coreopsis, 2; Malay, 4.

18447

SIXTH RACE—5 1-2 Furlongs. (5158—1:05%—3—105.) Purse \$400. 2-year-olds.

Maidens, Fillies and Geldings, Special Weights, Net value to winner \$300; second, \$70; third, \$30.

Index	Horses	A	W	P	St	¼	½	¾	Str	Fin	Jockeys	Owners	O	H	C	P	S
18422	THRILL	W	108	1	3	3 ²	2 ¹	1 ¹	1 ¹	1 ¹	F Keogh	J M Black	6	8	8	3	8-5
18422	RIVER KING	W	108	12	8	4 ⁵	5 ⁵	4 ²	2 ¹	1	J Smyth	S Louis	20	20	12	5	2
18422	VOLANT	W	108	11	6	5 ²	4 ¹	2 ¹	2 ¹	3	J McCahey	J E Davis	8-5	2	9-5	4-5	2-5
18428	EMELDA	W	108	3	4	6 ¹	6 ³	5 ¹	4 ¹	1	A Nicklaus	E F Wright	20	25	20	8	4
18428	PEG	W	108	5	7	8 ¹	7 ¹	3 ¹	5 ¹	1	F Coleman	Mrs A F Dayton	6	7	4	2	4
18372	LADY BUTTERFLY	W	108	7	9	10 ²	9 ¹	7 ¹	6 ¹	1	W Doyle	B Dorsey	20	30	30	10	4
18432	BEVELKY JAMES	W	108	2	2	1 ¹	10 ¹	6 ¹	7 ¹	1	A Schu	g'r D Stevenson	2 ¹	3	13-51	3-5	5
18428	ELLA JENNINGS	W	108	16	10	7 ³	8 ¹	11 ¹	8 ¹	1	J Dreyer	R P Carman	5	8	3	8-5	2
18338	HABERDASH	W	108	9	14	11 ¹	11 ¹	9 ¹	9 ¹	1	H Lafferty	F Feitner	40	50	50	20	10
18428	MAID OF HONOR	W	108	6	11	12 ¹	12 ¹	12 ¹	10 ²	1	G Corey	R P Watts	60	100	100	40	20
18422	COTTON TOP	W	108	8	12	13 ¹	13 ¹	13 ¹	11 ¹	1	E Ambrose	W R Mizell	50	100	100	40	20
18434	VIGNOLA	W	109	4	5	9 ²	10 ¹	11 ¹	12 ¹	1	S Davis	H Watterson	50	60	60	20	10
17485	ANTIPEPTIC	W	108	15	15	14 ²	14 ²	14 ²	13 ¹	1	W Ward	G P Sherman	100	100	100	40	20
17686	AMANTENSIS	W	108	13	13	15	15	15	14 ¹	1	E Forch'd	S Ross	100	100	100	40	20
18405	ST. HELENE	W	108	1	1	2 ¹	3 ¹	10 ¹	15	1	G Byrne	C J Meister	3	6	6	20	12

Time, 23½, 48½, 1:01½, 1:08½. Track good.
Winner—Ch. f. by McGee—Royal Ana (trained by B. Grason).
Went to post at 4:35. At post 1 minute. Start good and slow. Won driving; second and third the same. THRILL, after racing in nearest pursuit of the pacemaker, drew away after entering the home stretch and outstayed RIVER KING at the end. The latter raced on the outside for the entire way and finished fast and gamely. VOLANT was in close quarters through the homestretch and could not get a fast pace to the homestretch.
Scratched—18434 Marvelous, 108; 18434 Valas, 108; 18428 Andromeda, 108.
Overweights—Vignola, 1 pound.

BELMONT PARK STAKES OPENED.

New York, November 21.—The Westchester Racing Association has opened a list of stakes to be run during its spring meeting at Belmont Park next year and also the Belmont and Withers Stakes, to be run at the spring meeting of 1916. The Belmont and the Withers are for yearlings of 1914. The value of the Belmont will be \$5,000 and of the Withers \$3,500.

The stakes for next spring will include the Metropolitan Handicap, value \$3,000, distance one mile; the Ladies Handicap, for fillies and mares, value \$2,000, distance one mile; the Toboggan Handicap, value \$2,000, distance six furlongs; the Harlem Selling Stakes, value \$1,000, distance one mile; the Hollis Selling Stakes, value \$1,000, distance six furlongs; and the Amateur Cup, value \$1,000, distance one mile, all for horses three years old and over at the time of running; the Belmont, value \$2,500, distance one mile and three furlongs; the Withers, value \$2,0

By Allan-a-Dale—Monarka (J. W. Hedrick).
51, 633 E. Calaveras St. Blue Bird, Kansas, U. S. A.

PRYNNE, ch. f. 4

18372 H.deG'ce 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18373 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18374 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18375 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18376 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18377 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18378 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18379 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18380 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18381 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18382 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18383 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18384 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18385 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18386 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18387 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18388 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18389 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18390 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18391 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18392 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18393 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18394 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18395 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18396 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18397 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18398 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18399 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18400 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18401 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18402 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18403 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18404 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18405 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18406 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18407 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18408 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18409 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18410 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18411 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18412 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18413 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18414 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18415 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18416 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18417 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18418 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18419 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18420 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18421 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18422 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18423 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18424 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18425 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18426 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18427 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18428 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18429 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18430 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18431 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18432 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18433 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18434 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18435 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18436 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18437 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18438 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18439 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18440 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18441 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18442 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18443 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18444 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18445 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18446 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18447 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18448 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18449 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18450 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18451 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18452 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18453 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18454 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18455 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18456 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18457 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18458 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18459 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18460 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18461 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18462 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18463 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18464 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18465 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18466 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18467 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18468 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18469 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18470 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18471 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18472 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18473 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18474 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18475 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18476 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18477 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18478 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18479 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18480 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18481 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18482 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18483 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18484 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18485 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18486 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18487 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18488 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18489 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18490 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18491 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18492 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18493 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18494 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18495 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18496 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18497 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18498 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18499 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18500 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18501 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18502 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18503 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18504 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18505 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18506 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18507 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18508 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18509 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18510 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18511 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18512 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18513 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18514 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18515 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18516 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18517 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18518 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18519 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18520 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18521 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18522 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18523 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18524 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18525 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18526 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18527 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18528 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18529 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18530 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18531 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18532 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18533 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18534 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18535 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18536 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18537 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18538 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18539 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18540 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18541 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18542 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18543 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18544 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18545 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18546 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18547 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18548 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18549 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18550 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18551 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18552 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18553 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18554 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18555 Pimlico 3-4 1:13 fast 31-20 115 6 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1

18556 Pimlico 3-4 1:13 fast 31-20 115 6 5

LITTLE ERNE, br. g. 5		105
18417 H.de'G'ce	1m70y1:52mud	50
15686 KingEd.	1-1-16:52 fast	10
15630 KingEd.	6-1-1:23 fast	10
15320 KingEd.	1-1-16:52 fast	20
15427 Del'mier	1-1-16:52 fast	112
15346 Del'mier	Ab5-8:106 hvy	3
15302 Del'mier	Ab5-8:109 hvy	10
15235 Del'mier	Ab7-8:120 fast	15
14460 Del'mier	6-1-1:24 fast	2
14461 Del'mier	Ab5-8:103 slow	8
13466 Del'mier	1-1-16:52 fast	111
18500 Hillcrest	5-8:1:03 fast	20
11051 Dufferin	7-8:1:25 fast	12
10756 Hillcrest	7-8:1:32 fast	10
10646 Hillcrest	6-1-1:29 hvy	8
10291 Dufferin	7-8:1:32 fast	12
10178 Dufferin	6-1-1:26 fast	12
9849 KingEd.	Ab6-1:23 fast	10
9031 KingEd.	3-4-1:16 fast	12
5523 Hillcrest	6-1-1:26 slow	105
5474 Hillcrest	Ab5-8:102 hvy	6
5198 Dufferin	6-1-1:25 fast	2
5107 Dufferin	Ab5-8:101 fast	4

FONT, br. g. 8		100
18413 H.de'G'ce	1m70y1:48 hvy	20
18374 Pimlico	1-1-16:14 fast	183
18010 Laurel	3-4-1:18 stop	103
17814 Bowie	1m20y1:46 fast	10
17840 W'dbine	3-4-1:14 fast	41-5
17425 W'dbine	1-1-16:14 fast	110
17272 Dorval	1-1-16:15 fast	6-5
17172 Dorval	1-1-16:15 fast	112
17104 Dorval	3-4-1:16 fast	12
16952 BlueBon.	7-8:1:29 hvy	34
16906 BlueBon.	1-1:43 hvy	6-5
16714 Con'ght	1m20y1:17 slow	5

SIXTH RACE—1 Mile and 70 Yards. 3-year-olds and upward. Maidens. Special Weights. (4979—1:42 1/2—4—107.)

LITHAUER, b. c. 3		110
18430 H.de'G'ce	3-4-1:15 good	60
DAROTA, ch. g. 8		107
18430 H.de'G'ce	3-4-1:15 good	25
18417 H.de'G'ce	1m70y1:52 mud	5
18134 Laurel	1-1:40 fast	13
17499 H.de'G'ce	5-1-1:08 fast	23
16633 Saratoga	1-1:42 fast	8
16459 Saratoga	3-4-1:14 good	12
16291 Saratoga	3-4-1:14 fast	15
15633 Aqueduct	3-4-1:19 slow	6
15169 Aqueduct	3-4-1:14 fast	15
14719 Belmont	3-4-1:12 fast	7
14444 Belmont	3-4-1:14 fast	8

BLACK PINE, blk. c. 4		110
18430 H.de'G'ce	3-4-1:15 good	10
15112 Ham'ton	3-4-1:12 fast	12
15055 B'kline	Ab7-8:129 fast	4
14977 B'kline	Ab5-8:129 fast	1
SINGLE STICK, b. g. 3		107
18431 H.de'G'ce	Ab 2-4:16 good	11-5
18359 Pimlico	2-3:54 fast	132
18320 Pimlico	2-4:07 fast	7-10
17921 Pip'R'k	Ab 2-3:59 fast	33
17869 Pip'R'k	Ab 2-4:04 fast	13
17521 Bel'fer	Ab 2-4:04 fast	3-5
17111 Belmont	Ab 2-4:19 fast	3
14759 Belmont	Ab 3-1:14 fast	20
14692 Belmont	Ab 3-1:24 fast	15

DANCING MASTER, b. g. 4		107
18417 H.de'G'ce	1m70y1:52 mud	8
18375 Pimlico	3-4-1:14 fast	23
18344 Laurel	1-1:40 fast	13
17691 Bowie	3-4-1:15 fast	8
16633 Saratoga	1-1:42 fast	12
16291 Saratoga	1-1:42 fast	15
16232 Saratoga	3-4-1:14 slow	10
16012 Saratoga	1-1:40 fast	23

FRONTIER, b. g. 3		107
18430 H.de'G'ce	3-4-1:15 good	20
18417 H.de'G'ce	1m70y1:52 mud	5
17907 Bowie	1-1-16:51 fast	8
17885 Bowie	1-1-16:50 fast	33
17811 Bowie	6-1-1:22 fast	11-5
17779 Bowie	7-8:1:29 fast	23
17691 Bowie	3-4-1:15 fast	6
17602 Bowie	6-1-1:22 fast	4

MIKE COHEN, blk. g. 2		105
18375 Pimlico	3-4-1:14 fast	110
18134 Laurel	1-1:40 fast	13
18048 Laurel	1-1-16:14 good	448
16728 Anac'da	7-8:1:29 fast	15
16533 Anac'da	1-1:44 fast	12
16351 Anac'da	5-1-1:06 fast	10
16128 Butte	5-8:1:09 fast	100
12969 Butte	3-4-1:15 fast	25
15850 Butte	F C 1-1:12 fast	6
15837 Butte	F C 1-1:10 fast	102
15867 Charle'n	F C 1-1:11 slow	115
15830 Charle'n	3-4-1:18 mud	30

MARGARET MEISE, b. f. 3		107
18430 H.de'G'ce	3-4-1:15 good	60
18417 H.de'G'ce	1m70y1:52 mud	20
18375 Pimlico	3-4-1:14 fast	33
17811 Bowie	6-1-1:22 fast	15
17691 Bowie	3-4-1:15 fast	15
17498 H.de'G'ce	5-1-1:08 fast	12
17388 H.de'G'ce	1m70y1:46 fast	10
17257 Belmont	1-1:41 fast	7
16908 Belmont	1-1:39 fast	15
16232 Saratoga	3-4-1:14 slow	15
15896 Empire	3-4-1:17 mud	5
15804 Empire	1-1-16:15 slow	30
15607 Empire	1-1:48 fast	3
15502 Empire	1m70y1:46 fast	10

SMALL, b. c. 3		107
18417 H.de'G'ce	1m70y1:52 mud	60
18410 H.de'G'ce	1m70y1:46 fast	150
17974 Laurel	1-1:40 fast	610
12269 Laurel	1-1:49 mud	4
12253 Laurel	5-1-1:08 fast	20
12134 Laurel	3-4-1:13 fast	20
12086 Laurel	5-1-1:10 fast	8
12037 Laurel	3-4-1:15 fast	3
11557 Laurel	5-1-1:09 fast	9-5
11862 Laurel	3-4-1:16 slow	4
11734 H.de'Grace	3-4-1:13 fast	10
11640 H.de'Grace	1m70y1:46 fast	6
11407 H.de'Grace	5-1-1:08 fast	5
11221 H.de'Grace	5-1-1:09 fast	20
10829 Saratoga	7-8:1:31 hvy	15
10702 Saratoga	3-4-1:14 fast	8

By Sain—Rubescent (G. J. Day).	
1332 J Dreyer	14 Benedic'a, F.Godm'er, D.Master
52 N Foden	8 Leannence, Ven.Strome, IrishKid
42 N Foden	10 Bel'ast, John Bortel, Yncal
31 N Foden	11 H. Hinchelton, T. Hare, B.Dance
42 N Foden	7 Miss Joe, Fan Hall, P.CessThorp
23 N Foden	9 Ridgeland, Janus, Bumps
73 N Foden	10 Har. Queen, Ridgeland, Banives
31 N Foden	11 Pierre Dumas, Retente, Lelaloha
31 N Foden	9 Thesieres, D. M. Lutz, D.Jackson
31 N Foden	9 Yan.Lady, Car. Carne, Stoneman
31 N Foden	10 J.Gatens, E.Burg II, F. Flower
61 V Adams	9 Cliff Top, Daboney Boy, Tackle
81 V Adams	8 Maxton, S. Ashland, Dor Webb
71 V Adams	7 Tackle, Dor Webb, Miss Menard
31 Quinlan	7 Bay Brook, G. Ruby, L. Paxton
81 J Bauer	8 Monkey, Tackle, Moonlight
81 J Bauer	10 Bogart, Montague, Premier
51 Kill'w'ith	10 Raleigh P.D., C.Brown, W.Mason
1133 C White	12 Coreopsis, P. Fonso, McAndrews
41 C White	8 S.Pimpernel, Fan'l Hall, M.Jean
31 C White	8 SaboBlend, Venetian, Isab'Case
31 C Knight	7 Henrietta W. Lelaloha, M.River
71 C Knight	7 Curious, Con Carne, Lelaloha

By Hastings—Bellegarde (J. L. Paul).	
81 W Lilly	11 BenQuince, Earl of Savoy, Napier
91 W Lilly	10 Carlton G., Petulus, Mycenae
41 W Lilly	10 Laura, Hypatia, P. Antoinette
51 W Lilly	8 P.Regan, L.Aiglon, D. of Shelby
61 W Lilly	9 V.Strome, Chas.Cannell, C.Sauce
81 R Acton	10 Rodondo, J. H. Houghton, H.Lad
41 R Acton	4 Carlton G., Ray o'Light, Labore
21 E Ambrose	8 Centauri, S.Holmes, PattyRegan
21 E Ambrose	9 Veneta Strome, Esterpe, May L.
81 J Collins	8 BushyHead, Ven.Strome, Gordon
31 W Lilly	8 Astrologer, Duquesne, Husky Lad
41 W Walker	7 H.Shaw, The Usher, D.Deadwood

By Aeronaut—Queen Belle (S. Pinkerton).	
81 E Ambrose	8 BenQuince, Earl of Savoy, Napier
81 E Ambrose	15 Early Light, Mordecia, B.Quince
81 E Ambrose	10 P'teract, V.Strome, M.B.H'zbor
81 E Ambrose	11 Votes, Char.Brown, Chl. Squaw
81 E Ambrose	9 Cannock, Faithful, Lord Wells
81 E Ambrose	12 Pharaoh, Moncreif, Votes
81 E Ambrose	15 Leohrign, Be. Roger Gordon
81 E Ambrose	10 Mater, El Mahdi, Ben Quince
81 E Ambrose	8 A. Pickens, S. Ada, Jaquelin, Golden Castle
81 E Ambrose	9 Smiley, The Hermit, The Parson
81 E Ambrose	11 Balfon, El Bior, Dr. Charcot

By Bannockburn—Miss Marion (H. L. Powers).	
1510 G Corey	15 Weldship, MartinCascia, Dakota
By Planudes—Whyota (A. Garsen).	
32 G Byrne	15 Weldship, MartinCascia, Holland
1224 C Turner	14 Benedic'a, F.Godm'er, D.Master
81 G Byrne	10 Leonine, White Metal, KeyMar
41 A Schu'g'rio	10 Prairie, Soldier, Quick Start
81 G Byrne	11 E. Star, Undercover, Earlymorn
81 G Byrne	14 Yadopep, M.Cavanagh, Frontier
81 G Byrne	8 Easter Star, Danc.Master, Lazuli
81 G Byrne	10 Rodondo, Chupadero, P'ceChilton
81 G Byrne	11 His Nibs, Earlymorn, Peaceful
81 G Byrne	6 Nicklaus 7 Sixty Four, Belray, Ossagleta
81 G Byrne	10 S. Vega, Stonehenge, J.Rosenfield

By Rock Sand—Black Poplar (Mr. Chetland).	
81 E Ambrose	15 Weldship, MartinCascia, Dakota
81 E Ambrose	12 Baintbrush, Capt. Bae, Inkle
81 E Ambrose	3 Mr. GECTK 4 Wilgig, Mo. E. Gilbert
81 E Ambrose	3 B. Lewis 4 George Eno, Footlights, Culvert
81 E Ambrose	2 Mr.BBL'wis 2 Willing

By Singleton—St. Agnes (J. E. Davis).	
Refused R Gilbert	10 Gregg, Foxcraft, Brownie Girl
61 R Gilbert	9 Blank'd'g, Shan.River, Ch'pad'o
21 R Gilbert	7 Gregg, Aberfeldy, Veilchen
21 R Gilbert	10 Chupadero, Cagliostro, L. Arrow
21 R Gilbert	8 Cagliostro, S. E. Ector, Sober
21 R Gilbert	6 Ind. Arrow, Devoter, Cagliostro
21 R Gilbert	6 T.Wolf, Blankenburg, Conqueror
21 R Gilbert	14 Syosset II, J. Rosenfield, E.Star
21 R Gilbert	5 Sorrel, John Priest, Bayhead

By Burgomaster—Irish Reel (F. Tison).	
81 R Shilling	14 Benedic'a, F.Godm'er, Frontier
81 R Shilling	14 Benedic'a, F.Godm'er, Frontier
81 R Shilling	14 Benedic'a, F.Godm'er, Frontier
81 R Shilling	14 Benedic'a, F.Godm'er, Frontier
81 R Shilling	14 Benedic'a, F.Godm'er, Frontier

By Ogden—Star of the West (J. W. Pangle).	
81 J McCahey	15 Weldship, MartinCascia, Dakota
81 J McCahey	15 Weldship, MartinCascia, Dakota
81 J McCahey	15 Weldship, MartinCascia, Dakota
81 J McCahey	15 Weldship, MartinCascia, Dakota
81 J McCahey	15 Weldship, MartinCascia, Dakota

By Mignone—Emma Louise (L. C. Dayton).	
81 C Peak	13 Norse King, Volant, Cliff Haven
81 C Peak	16 Leonine, White Metal, KeyMar
81 C Peak	8 T.Rump, J.H.Houghton, Battery
81 C Peak	9 J. Palm, M. Coghill, H.Hawkins
81 C Peak	8 Gonnul, McAlain, Nan, McKinney
81 C Peak	8 Gonnul, McAlain, Nan, McKinney
81 C Peak	8 Gonnul, McAlain, Nan, McKinney
81 C Peak	8 Gonnul, McAlain, Nan, McKinney
81 C Peak	8 Gonnul, McAlain, Nan, McKinney

By Star Shoot—Cherry Bounce (H. Meise).	
81 A Nicklaus	15 Weldship, MartinCascia, Dakota
81 A Nicklaus	15 Weldship, MartinCascia, Dakota
81 A Nicklaus	15 Weldship, MartinCascia, Dakota
81 A Nicklaus	15 Weldship, MartinCascia, Dakota
81 A Nicklaus	15 Weldship, MartinCascia, Dakota

By Yankee—Raglan (M. Boney).	
81 W Ward	14 Benedic'a, F.Godm'er, D.Master
81 W Ward	14 Benedic'a, F.Godm'er, D.Master
81 W Ward	14 Benedic'a, F.Godm'er, D.Master
81 W Ward	14 Benedic'a, F.Godm'er, D.Master
81 W Ward	14 Benedic'a, F.Godm'er, D.Master

SUNNYSIDE HOTEL	
Magnolia Springs, Baldwin County :: Alabama.	
W. H. H. HARDING, Proprietor.	
In the heart of the Ponce de Leon country, between Mobile Bay and the Gulf of Mexico. Open all the year round. Fine fishing. The Springs furnish a certain cure for kidney diseases.	
RATES: \$15 PER WEEK.	

SKIRTS	
made of YOUR OWN MATERIAL.	
WILSON, 166 North State St., Chicago	
TELEPHONE: Harrison 1314, 1315, 1316. Automatic 62-755. All Departments.	

OWEN H. FAY LIVERY CO.	
Automobile Livery and Garage.	
435 Plymouth Court, Chicago, Ill	

Ornstein & Schoenberg	
441 PLYMOUTH COURT, CHICAGO :: ILLINOIS.	
HAT FRAMES FOR THE TRADE	
HIGH CLASS WORK A SPECIALTY.	

WE WILL MAIL YOU FREE

NAME OF HORSE THAT SHOULD WIN, BARRING ACCIDENT, THE FIFTH RACE, NOVEMBER 30.

Just fill out the coupon below and mail to us today. Remember, this will cost you nothing. If you want WINNERS, get yourself a copy of the little white book. It gets 'em for you day after day.



IT TELLS YOU HOW TO DO YOUR OWN HANDICAPPING

also to tell at a glance the class of a horse, to pick out the consistent horses from the in-and-outers, good selling platers from bad ones, or if one you will get thereafter. New book now on sale at all news-stands where RACING FORM is sold. 25 cents for a week is all it costs. If your dealer has sold out, mail us 25 cents for a week or \$1 for a month's edition and you get it in plain sealed envelope right off the press. We have a regular weekly \$1 SATURDAY special which shows a PROFIT of OVER \$336 on a \$10 basis playing our Percentage Triplet system. This system is sent free to each subscriber to these Saturday \$1 specials. Saturday, November 21st we sent on this service COY, 8-5, WON.

Don't fail to get next Saturday's wire. For further particulars get a copy of the white book. Here are Monday's selections:

571 Q54 E23—(173) E32 U38—(U38) R15 L16—D45 D7 J50—T61.

MAIL THIS COUPON TODAY:

THE AMERICAN THOROUGHBRED
(Established 1907.) CHICAGO, ILL.

PLEASE MAIL ME NAME OF HORSE STARTING IN FIFTH RACE, NOVEMBER 30.

NAME ADDRESS

CITY STATE

OPPORTUNITY Urges You

To Join Me for the Remainder of the Havre de Grace Meeting,

as I have obtained a good percentage of winners, as the following results will show:

Mud Sill	59-5
Tranid	53-5
Pullux	32-5
Pandean	18-5
Republican	16-5
Blankenberg	3-1
Supreme	21-10
Pomette Bleu (entry)	9-5
G. M. Miller	21-20
Blue Thistle	5-1

I ADVISE ONE PLAY A DAY.

Nothing in advance. Write or wire me today and get a SQUARE DEAL. I have several promising plays to send all who will communicate with me.

ROBERT RHODES
211 St. Paul Street,
Baltimore :: Maryland

MAGNOLIA CLUB AND COTTAGES

AT MAGNOLIA SPRINGS
Baldwin County :: Alabama

On the Magnolia River, one of the best fishing streams in the South, in the sea air and pines between Mobile Bay and the Gulf of Mexico. Good hunting in the vicinity. An ample supply of boats.

OPEN FROM DECEMBER 1 TO
